

AMENDMENT SUMMARY

CLAIMS

Claims 18, 19, 25 and 28 in the parent application have been cancelled.

Claims 1-3, 12-14 and 26-27 in the parent application have been changed as set forth below:

1. (CURRENTLY AMENDED) A personal watercraft, comprising:
 - (a) a hull defining a deck with a planar upper surface and having a bow, a stern, a starboard side, a port side, a longitudinally extending overall length and a laterally extending beam, and
 - (b) a plurality of pontoons repositionably attached to the hull with at least one pontoon attached proximate the starboard side and at least one pontoon attached proximate the port side,
 - (c) wherein the pontoons are laterally and longitudinally repositionable as between a storage position in which the pontoons are generally longitudinally aligned relative to the hull and have a minimized lateral distance between the pontoons, and a flotation position in which the pontoons are shifted aft relative to the longitudinally aligned storage position and have a maximized lateral distance between the pontoons.
2. (CURRENTLY AMENDED) The personal watercraft of claim 1 wherein the ~~hull includes a~~ deck providing has at least 16 ft² of a planar upper surface.
3. (CURRENTLY AMENDED) The personal watercraft of claim 1 wherein the ~~hull includes a~~ deck providing has at least 20 ft² of a planar upper surface.
4. (ORIGINAL) The personal watercraft of claim 1 wherein the personal watercraft has a maximum lateral width of between 3 feet and 4 feet when the pontoons are in the storage position.

5. (ORIGINAL) The personal watercraft of claim 1 wherein the personal watercraft has a maximum longitudinal length of between 6 feet and 8 feet when the pontoons are in the storage position.
6. (ORIGINAL) The personal watercraft of claim 1 wherein the personal watercraft has a maximum transverse height of between 1 foot and 3 feet when the pontoons are in the storage position.
7. (ORIGINAL) The personal watercraft of claim 1 wherein the starboard side pontoon and the port side pontoon are independently repositionable.
8. (ORIGINAL) The personal watercraft of claim 1 wherein the starboard side pontoon and the port side pontoon are coincidentally repositionable whereby repositioning of one pontoon effects a corresponding repositioning of the other pontoon.
9. (PREVIOUSLY AMENDED) The personal watercraft of claim 1 wherein:
 - (i) the starboard side pontoon is repositionably attached to the hull by at least one starboard side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the starboard side pontoon for pivoting about another transverse pivot axis,
 - (ii) the port side pontoon is repositionably attached to the hull by at least one port side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the port side pontoon for pivoting about another transverse pivot axis.
 - (ii) the port side pontoon is repositionably attached to the hull by at least one port side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the port side pontoon for pivoting about another transverse pivot axis.

10. (ORIGINAL) The personal watercraft of claim 1 wherein:

- (i) the starboard side pontoon is repositionably attached to the hull by at least two longitudinally spaced starboard side connector links with each starboard side connector link having a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the port side pontoon for pivoting about another transverse pivot axis, and
- (ii) the port side pontoon is repositionably attached to the hull by at least two longitudinally spaced port side connector links with each port side connector link having a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the port side pontoon for pivoting about another transverse pivot axis.

11. (ORIGINAL) The personal watercraft of claim 1 further comprising a means for releasably retaining the pontoons at a fixed lateral and longitudinal location when in the storage position, the flotation position and at least one intermediate position between the storage position and the flotation position.

12. (CURRENTLY AMENDED) A personal watercraft having a length and a width, comprising:

- (a) a hull defining a deck with a planar upper surface and having a bow, a stern, a starboard side, a port side, a longitudinally extending overall length and a laterally extending beam, and
- (b) a plurality of pontoons repositionably attached to the hull with at least one pontoon positioned off a starboard bow of the hull, at least one pontoon positioned off a starboard quarter of the hull, at least one pontoon positioned off a port bow of the hull, and at least one pontoon positioned off a port quarter of the hull,
- (c) wherein the pontoons are laterally and longitudinally repositionable as between a storage position having a minimized lateral and longitudinal distance between the pontoons to facilitate transportation and storage, and a flotation position having a maximized lateral and longitudinal distance

- between the pontoons to provide improved flotation stability relative to the storage position.
13. (CURRENTLY AMENDED) The personal watercraft of claim 12 wherein ~~the hull includes a deck providing~~ has at least 16 ft² of a planar upper surface.
14. (CURRENTLY AMENDED) The personal watercraft of claim 1 wherein ~~the hull includes a deck providing~~ has at least 20 ft² of a planar upper surface.
15. (ORIGINAL) The personal watercraft of claim 12 wherein the personal watercraft has a maximum lateral width of between 3 feet and 4 feet when the pontoons are in the storage position.
16. (ORIGINAL) The personal watercraft of claim 12 wherein the personal watercraft has a maximum longitudinal length of between 6 feet and 8 feet when the pontoons are in the storage position.
17. (ORIGINAL) The personal watercraft of claim 12 wherein the personal watercraft has a maximum transverse height of between 1 foot and 3 feet when the pontoons are in the storage position.
18. (CANCELED).
19. (CANCELED)
20. (ORIGINAL) The personal watercraft of claim 12 wherein:
- (i) the pontoons off the starboard bow and the starboard quarter are coincidentally repositionable whereby repositioning of one pontoon effects a corresponding repositioning of the other pontoon, and

- (ii) the pontoons off the port bow and the port quarter are coincidentally repositionable whereby repositioning of one pontoon effects a corresponding repositioning of the other pontoon.
- 21. (ORIGINAL) The personal watercraft of claim 12 wherein the pontoons off the starboard bow, starboard quarter, port bow and port quarter are all coincidentally repositionable whereby repositioning of one pontoon effects a corresponding repositioning of all other pontoons.
- 22. (ORIGINAL) The personal watercraft of claim 12 wherein:
 - (i) the pontoon positioned off the starboard bow is repositionably attached to the hull by at least one starboard bow side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the starboard bow for pivoting about another transverse pivot axis,
 - (ii) the pontoon positioned off the starboard quarter is repositionably attached to the hull by at least one starboard quarter side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the starboard quarter for pivoting about another transverse pivot axis,
 - (iii) the pontoon positioned off the port bow is repositionably attached to the hull by at least one port bow side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the port bow for pivoting about another transverse pivot axis, and
 - (iv) the pontoon positioned off the port quarter is repositionably attached to the hull by at least one port quarter side connector link with a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the port quarter for pivoting about another transverse pivot axis.

23. (ORIGINAL) The personal watercraft of claim 12 wherein:

- (i) the pontoon positioned off the starboard bow is repositionably attached to the hull by at least two longitudinally spaced starboard bow connector links with each starboard bow connector link having a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the starboard bow for pivoting about another transverse pivot axis,
- (ii) the pontoon positioned off the starboard quarter is repositionably attached to the hull by at least two longitudinally spaced starboard quarter connector links with each starboard quarter connector link having a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the starboard quarter for pivoting about another transverse pivot axis,
- (iii) the pontoon positioned off the port bow is repositionably attached to the hull by at least two longitudinally spaced port bow connector links with each port bow connector link having a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the port bow for pivoting about another transverse pivot axis, and
- (iv) the pontoon positioned off the port quarter is repositionably attached to the hull by at least two longitudinally spaced port quarter connector links with each port quarter connector link having a proximal end pivotably attached to the hull for pivoting about a transverse pivot axis and a distal end pivotably attached to the pontoon positioned off the port quarter for pivoting about another transverse pivot axis.

24. (ORIGINAL) The personal watercraft of claim 12 further comprising a means for releasably retaining the pontoons at a fixed lateral and longitudinal location when in the storage position, the flotation position and at least one intermediate position between the storage position and the flotation position.

25. (CANCELED)
26. (CURRENTLY AMENDED) A personal watercraft, comprising:
- (a) a hull defining a deck with a planar upper surface and having a bow, a stern, a starboard side, a port side, a longitudinally extending overall length and a laterally extending beam, and
 - (b) a pair of laterally spaced hitch attachments secured to the hull below the planar upper surface proximate the stern.
27. (CURRENTLY AMENDED) The personal watercraft of claim 25 26 further comprising a pair of laterally spaced hitch attachments secured to the hull below the planar upper surface proximate the stern bow.
28. (CANCELED)
29. (ORIGINAL) The personal watercraft of claim 27 in combination with a towing attachment having
- (i) a pair of elements proximate a proximal longitudinal end of the towing attachment configured and arranged for cooperatively releasably engaging the pair of hitch attachments secured to the hull proximate the bow, and
 - (ii) a hitch attachment proximate a distal longitudinal end of the towing attachment.
30. (ORIGINAL) The personal watercraft of claim 26 in combination with a wheeled attachment wherein
- (i) the hull has a bottom, and
 - (ii) the wheeled attachment has
 - (A) at least one element configured and arranged for cooperatively releasably engaging a hitch attachment secured to the hull proximate the stern, and

- (B) at least one wheel configured and arranged on the wheeled attachment such that the wheel transversely extends below the bottom of the hull when the element on the wheeled attachment is engaged with at least one of the hitch attachments secured to the hull proximate the stern.
31. (ORIGINAL) The personal watercraft of claim 27 in combination with a wheeled attachment wherein
- (i) the hull has a bottom, and
 - (ii) the wheeled attachment has
 - (A) at least one element configured and arranged for cooperatively releasably engaging a hitch attachment secured to the hull proximate the stern, and
 - (B) at least one wheel configured and arranged on the wheeled attachment such that the wheel transversely extends below the bottom of the hull when the element on the wheeled attachment is engaged with at least one of the hitch attachments secured to the hull proximate the stern.
32. (ORIGINAL) The personal watercraft of claim 26 in combination with a transom attachment having
- (i) a pair of elements proximate a proximal longitudinal end of the transom attachment configured and arranged for cooperatively releasably engaging the pair of hitch attachments secured to the hull proximate the stern, and
 - (ii) a laterally extending beam proximate a distal longitudinal end of the transom attachment configured and arranged for supporting a boat motor in an operable position.
33. (ORIGINAL) The personal watercraft of claim 27 in combination with a transom attachment having
- (i) a pair of elements proximate a proximal longitudinal end of the transom attachment configured and arranged for cooperatively releasably engaging the pair of hitch attachments secured to the hull proximate the stern, and

- (ii) a laterally extending beam proximate a distal longitudinal end of the transom attachment configured and arranged for supporting a boat motor in an operable position.
34. (ORIGINAL) The personal watercraft of claim 26 in combination with an interconnect linkage having
- (i) a first element proximate a first longitudinal end of the interconnect linkage configured and arranged for cooperatively releasably engaging one of the hitch attachments secured to the hull proximate the stern, and
 - (ii) a second element proximate a second longitudinal end of the interconnect linkage configured and arranged for cooperatively releasably engaging one of the hitch attachments secured to the hull proximate the stern,
 - (iii) whereby the personal watercraft can be interconnected stern-to-stern with a second personal watercraft of claim 26.
35. (ORIGINAL) The personal watercraft of claim 27 in combination with an interconnect linkage having
- (i) a first element proximate a first longitudinal end of the interconnect linkage configured and arranged for cooperatively releasably engaging one of the hitch attachments secured to the hull proximate the stern, and
 - (ii) a second element proximate a second longitudinal end of the interconnect linkage configured and arranged for cooperatively releasably engaging one of the hitch attachments secured to the hull proximate the stern,
 - (iii) whereby the personal watercraft can be interconnected stern-to-stern with a second personal watercraft of claim 27.
36. (ORIGINAL) The personal watercraft of claim 26 in combination with a supplemental decking attachment having
- (i) a pair of hitch attachments proximate a first longitudinal end of the supplemental decking attachment configured and arranged for cooperatively

releasably engaging the pair of hitch attachments secured to the hull proximate the stern, and

- (ii) a deck providing at least 5 ft² of a planar upper surface.

37. (ORIGINAL) The personal watercraft of claim 36 wherein the supplemental decking attachment further includes at least one of

- (i) a hull having a bottom and topsides, and
- (ii) a laterally centralized buoyancy tank.